Introduction

When I was a young lad, growing up on a small rural farm in an area between Tualatin and Wilsonville in Oregon, we were somewhat isolated from the big city of Portland, which was about twenty miles north. My world seemed to center around this rural setting and the adjacent communities.

The first unrelated Rowley I ever met was on a troop transport ship on my way to Korea in early 1953. It was interesting to learn there were other Rowleys. At this time, I thought the name Rowley was French; however that was because of my youthful ignorance or lack of interest. I heard it told that we had Indian blood in the family. Some early humor had horse thieves in our ancestry. Little did I know that our Rowley history was so instrumental in American history.

References & Research

My sister Roberta, who is the genealogist in the family, initially contributed to and got me started into researching the Rowleys years ago. Since then we have made several trips, with her and her husband Elmo, to cemeteries in the Portland area searching for monuments of past relatives. Some other data came from a family bible that had a recorded family history passed down for over two hundred years that was in the possession of one of my father's family. Then there was the data we now can research on the Internet where I found an abundance of Rowley family history with a few holes that I've tried to plug in this story. There was much information and a book on Rowleys we acquired years ago for a fee that proved to be invaluable. I also used a Rand McNally "Atlas of American Frontiers" to add the historical significance. Lastly, my brother Marvin wrote a very detailed record of the twentieth century story, which I have used and edited in part. To fit the content of this record I summarized some of Marvin's work and changed it to a format of a chronicle report with no "first person" except the subject at hand. I have encouraged Marvin to expand on his story for future generations.

Recently, I came in contact, via the internet, with Art Waltz who lives in Chicago and is also a great-great-grandson of Noah Rowley. Art has done extensive research and has sent documents and a copy of a Will that allowed clarifications of the period from Henry to Noah.

Also compiled are separate chronicles on our mother's (Agnes) story which begins with her grandmother in Sweden and for the most part was written by Agnes. It is called "My Mother's Legacy".

Daniel S. Rowley (March, 2003)

Early England

The Rowley name is definitely English. In early times, about the twelfth century, people did not have family names as such, as family members were known by some characteristic. People were not very mobile, and villages were small, and a single name was adequate. People in a family were generally referred to by a characteristic such as what they did, where the lived, how the behaved, or what they looked like. The early data indicates "Rowley" probably was derived from the early English word for "rough". It was suggested that these early Rowleys were rough characters or maybe a bunch of rebels.

As the family name and service to England developed, a Coat-Of-Arms was registered with whomever it is that registered such distinctions. These Coat-Of-Arms were registered as a worded description rather than as a graphic, so the one shown to the left, and on the page header, is a researcher's interpretation from the worded description. The description was something like, three scallops on a diagonal black band and two Cornish hens on the two open quadrants.

During the time of Shakespeare, a couple Rowleys became famous actors and another made fame as an early surgeon. Maybe the roughness wore off, but it surely surfaced again in some of us later.

1632 – The Pilgrim Henry Rowley

The first recorded Rowley to travel to the new world was Henry Rowley, who arrived early in the seventeenth century in Plymouth, Massachusetts on a following ship after the original Pilgrims. Henry was born in England in 1598. One story is that the woman he married was a passenger on one of the original three ships, led by the Mayflower, that brought the first English Pilgrims to Plymouth. Another was that Henry was on a fourth ship of the original group, but his ship developed problems and had to turn back. Whatever are the facts about Henry's earlier life, he was a recorded land owner in Plymouth in 1632 and is known as "The Planter of Plymouth" in some historical accounts. Maybe he was the person in our school history book who was taught how to grow corn by the American Indians.

These Pilgrims were one of two English groups that established a foothold in what was to become the United States of America. The other earlier group, led by Sir Walter Raleigh, settled in an area near the Outer Banks of North Carolina, however there is no record that indicates any Rowley was a part of these settlements. The southern contingent struggled as the first settlement did not survive long enough to meet the returning ships, and their demise is still a mystery, but the Indians are suspect.

In Plymouth, the Pilgrims were made up of people called Puritans, pursuing religious freedom.

Many were from a township known as Rowley, England. The town of Rowley Massachusetts, which is near Plymouth, was named after the English town. We can surmise that Henry was an important part of this new colony. Henry must have descended from the family that had been instrumental in the established old country English hierarchy. Generally, the Pilgrims were friendly with the Indians and lived in peace, which was contrary to the southern colonists.

Early Rowley Migration to the Hudson Valley

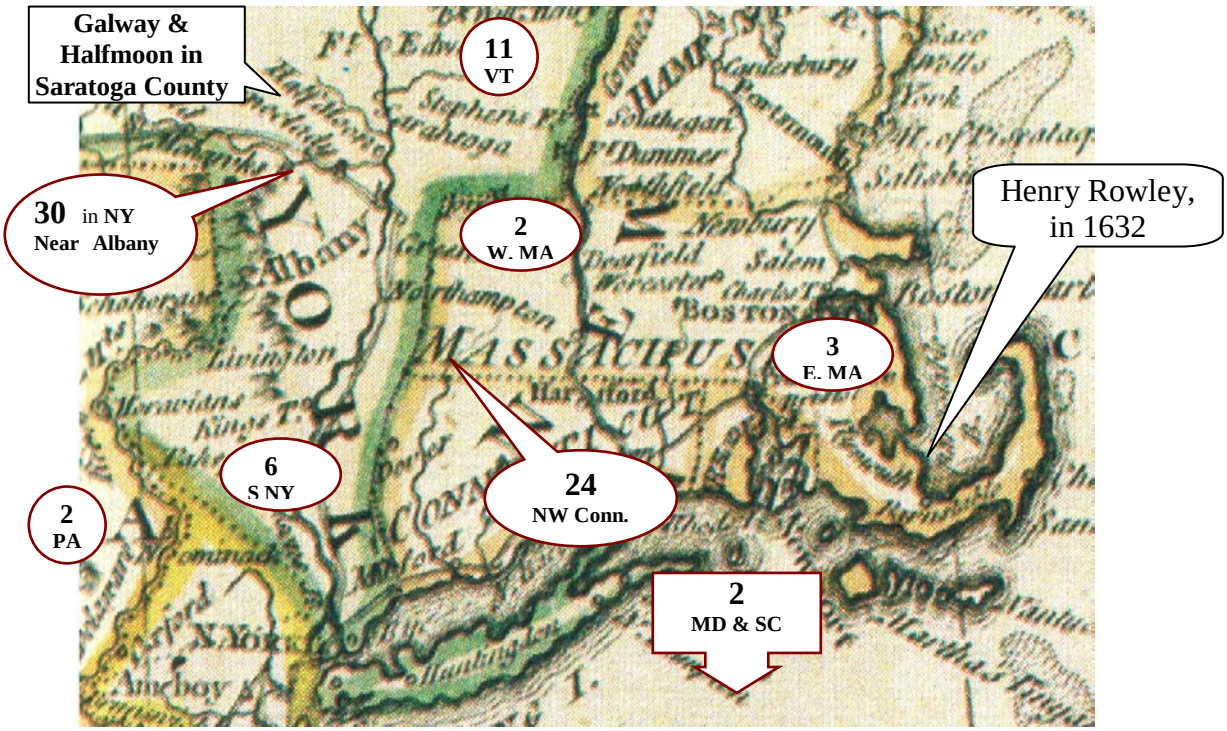
From Henry to the start of our recorded biblical history spans about 150 years. During that period America was being formed from a country governed by Indian tribes to one civilized with English culture. The Pilgrims did have such things established such as land surveys and recorded land

ownership, which the nomadic Indians of the time did not understand. Survival was important during the first few years. Many people could not read and write, and government of the time was not established to the point of feeling the need to record family history, but a few did record their family in the family Bible. It wasn't until after the Revolutionary War when the Untied States won its freedom from the British, that we began to organize the new land into an organized independent government with such things as a census, as it has become today. Further many records were destroyed with time and during the revolution that was led by men such as out first president George Washington.

Unlike the settlers in the south who intended to make their fortunes and return to England, the Pilgrims came to stay. They were a close-knit group of Puritans who left England to escape the old country where religious freedom was not encouraged. They organized towns but their strict religious beliefs were almost as restricted as what they left in England. Eventually some in these groups began to break away under dissention over the harsh religion and the need for land and they went off to establish their own colonies. The Rowleys must have belonged to the dissenters or maybe they were just an adventuresome lot as they began to move west and never stopped.

The very first United States census was in 1790. In that census, there were only about eighty Rowleys, which appears to only include the adult men (head of household) in the families. From this census, it is apparent that the Rowleys had expanded and migrated mostly west from Plymouth, as is shown on the following distribution map.

Number of Rowleys by State listed in the 1790 census (Map is 1776 vintage)



Note: Of the total in the 1790 census, 73 lived in a fairly narrow band along the Hudson river in Connecticut, Massachusetts, Vermont and New York about 100 miles west of Plymouth. Only 3 still lived in eastern Massachusetts.

As you can see from the distribution map, the largest migration was to eastern New York which is where our branch's biblically-written and recorded history begins in the late 1700's. Only four Rowleys had migrated out of Massachusetts and neighboring states. Since this was after the revolution, it is probable that those four may have relocated as a consequence of the war's movement of citizens and soldiers. The major migration also may have indicated that the Rowleys were some of those expanding families that rebelled against the Puritan order, since very few remained in eastern Massachusetts. According to other records there were no other Rowleys on ship registers to the new world until much later when one shows up on a ship register in New Orleans. It therefore seems obvious all that these Rowleys were descendents of Henry. They also were, like Henry the planter, still farmers.

The aerial map below shows the view, looking north over Ballaston Spa, NY, where most of the Rowleys in these chronicles lived. Saratoga Springs and Halfmoon are off to the right with the Galway area to the left. Note that the land is suited for farming. A river flows from the north and exits to the east. This view was recorded in the late 1800's but is helpful in the following sections.

Of somewhat geological importance in this period in our American history, the Appalachian Mountains chain that lay west of the Hudson basin, formed a barrier to westward development. The forested plains and rolling hills of the coastal region were relatively easy to traverse and provided fields for farming, but the mountains were something else. The mode of travel was either by foot, boat or by wagons pulled by beasts of burden. This required some semblance of at least a crude road. Therefore, forested mountains, with their lack of flat ground, represented a barrier.

1632 to 1800 – Henry to Daniel

We begin our Rowley chronicle with the first known American, Henry Rowley, to Daniel, who was Noah's father. Noah is our oldest ancestor recorded in our family bible with notes passed down.

A recent research report received from Art Waltz indicates that the lineage from Henry to our Daniel was probably as shown in the following chronological order and simplified genealogy format, with birth dates and spouse added, from Henry to Daniel. This is documented to Abel on several Internet web sites.

1595 to 1780 - Outline

(1) 1595 Henry Rowley – Married Sarah Palmer
(2) 1632 Moses Rowley – Married Elizabeth Fuller
(3) 1660 Shubael Rowley – Married Catherine Crippen
(4) 1702 Jabez Rowley – Married Tabitha Harris
(5) 1726 Jabez (Jr.) Rowley – Married Mary Hamilton
(6) 1748 Abel Rowley – Married Sussanah Connet
(7) 1780 Daniel Rowley – Married Elizabeth Sweet

A problem develops in documenting a connection from Abel to Daniel. It seems that the records between these two either never existed or were destroyed; however, the geological locations, periods and timing almost insure that Abel was the father of Daniel. Our Daniel has no known documents leading back to his parentage and Abel's recorded Will was written after Daniel had died young and therefor was not listed as an heir. The following is data collected by Art Waltz and confirms data that connects Jabez, Abel and Daniel.

In the census of 1800, Abel, husband of Sussanah, lived in Halfmoon Township (pg. 3), just north of Saratoga Springs, and was a neighbor of Jabez Rowley (married to Mary). Abel & Sussanah had a child that was Daniel's age. That same year Daniel married Elizabeth Sweet, and bought land in Galway, NY (note North, East & West Galway), southeast of Halfmoon (as recorded in 1826 when Elizabeth sold the land; she was then remarried and living in Orleans County, NY) Therefore Jabez, Abel & Daniel, and also Elizabeth Sweet's family all lived in the same localities, identified in the circle on the distribution map.

Map is a section taken from a 2005 internet locator map.

Therefore; from the facts given and following, we connect Jabez to Abel to Daniel by geographical proximity (close to the Sweet's), and the proper timing of dates. Since no other close matches can be found, we establish that our Daniel was Abel's son. *This determination is shared by extensive work by researcher Art Waltz.*

It is recorded that **Abel Rowley** married **Susannah Connet** (date unknown).

1780? – Daniel Rowley

There is a record that Abel and Susannah had a first son, who was unnamed in the record, that matches the age of our **Daniel Rowley**, who was their first child, born sometime between 1774 and 1784. His age in 1790 (Census) would have been correspondingly too young to appear in that first census.

In 1800, Daniel married **Elizabeth Sweet** and at some time during the next few years they owned land in Galway, NY, which is just west of the Saratoga Springs and north of Albany. The Sweet family also owned land in Galway. Like the Rowley's, the Sweet history dates back to the early 1600 Pilgrims and to England.

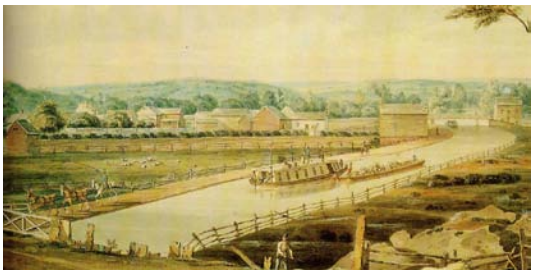
1801 – Noah Sweet Rowley

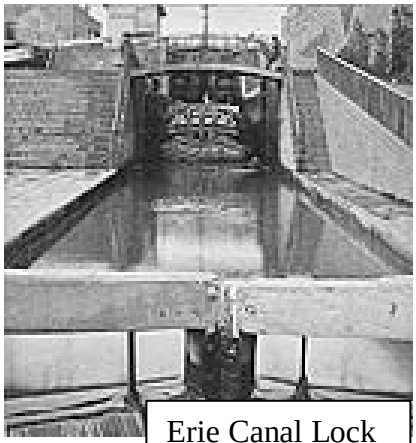
Elizabeth gave birth to their first child, **Noah Sweet Rowley,** in Saratoga county NY in 1801. Noah was followed by the birth of two sisters, Polly Mariah (1802) and Esther (1804).

Daniel suffered an injury early in the 1806 and thereafter was in such ill health that he died in January of 1807. In his Will written January 26, 1807, Daniel gave half of his property to Noah Sweet Rowley and a quarter each to his two daughters, all after reaching twenty one years of age. Noah then was only six years old. This record establishes Noah Sweet Rowley as Daniel's only living son and Elizabeth as his wife and heir. Part of the Will instructed Noah to "…maintain my Daughter Esther until she marries…" with no similar mention of Polly.

Noah was the first name in our official family bible record passed down. We therefor start our recorded family history, with Noah, the eldest son of Daniel & Elizabeth, and the 8th generation of descendents of Henry Rowley the Pilgrim "Planter of Plymouth." Noah married **Electra Campbell** in 1821. The name, Electra, was the subject of a Greek Legend of a woman who convinced her brother to kill their mother and her lover to avenge their father's murder. Not sure how that related to our great-great grandmother.

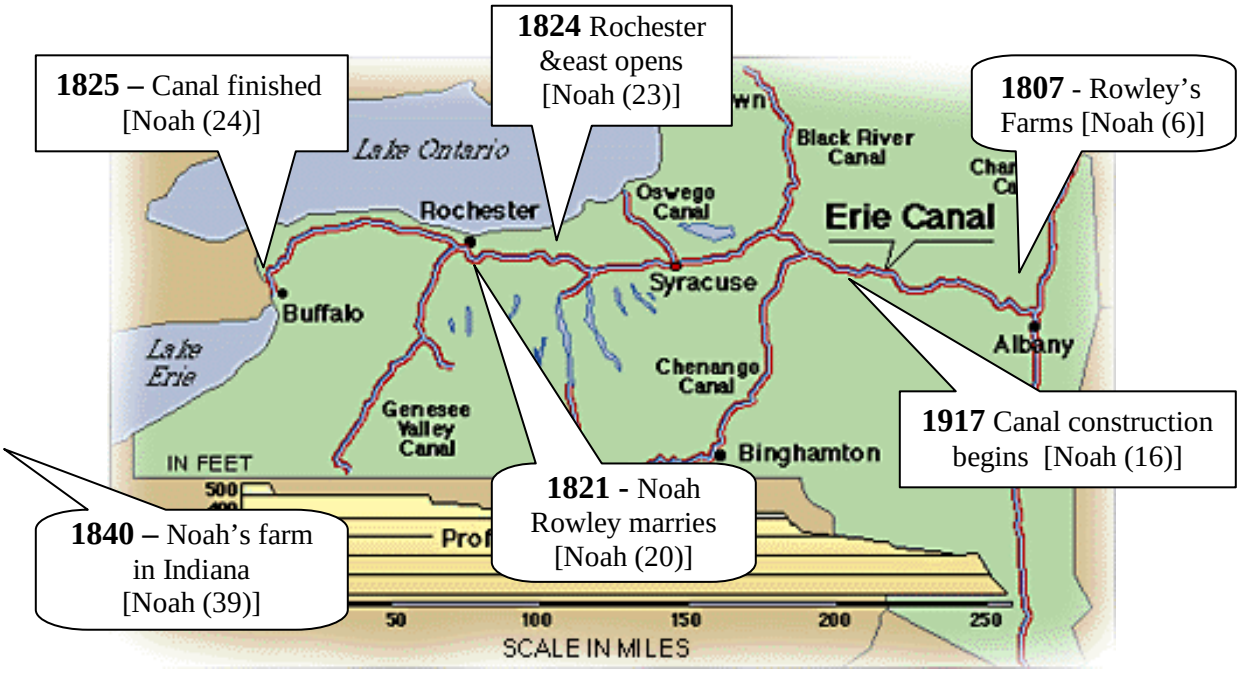
One of America's most important historical projects early in the nineteenth century was the Erie Canal, begun after the War of 1812 with the British. The canal began in 1817 on the east section between Rochester, N.Y, and its connection to the Hudson river near Albany NY, just south of Saratoga county and Ballston Spa. The first section's western end had portage to Lake Ontario near Oswego NY. However, it would finally end as planned above Niagara Falls in Lake Erie near Buffalo by 1825. A massive amount of labor was required and based on proximity, it is more than likely that Elizabeth and her family were involved in this undertaking. Noah's migration during most of his early life would follow this canal.



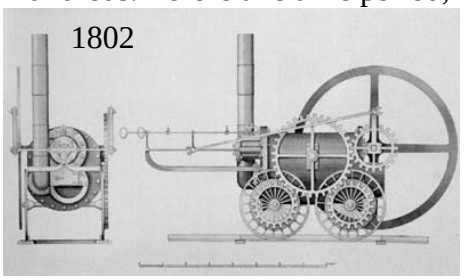


Erie Canal Lock

By 1820, Elizabeth, now remarried to a James Cornel, moved her family including Noah, along the Erie, to an area near Rochester, NY. By then Noah was married, and his first child, another Daniel, was born there in 1823. This was followed by the birth of George & Charles. Then they moved further along the canal as it was being completed, to an area south of Buffalo where their fourth child Oren, was born in 1830. To see how the Rowley migration west was somehow connected to the Erie Canal see the map and notes on the canal system of the early 1800's. Note that the Rowley moves preceded the canal completion suggesting that they were workers on the canal rather than farmers during this period. *Noah's age is given in ()*.



Also early in the nineteenth century, the steam engine was invented by James Watt, an event that would launch the Industrial revolution that began in the eighteen hundreds. Before this time period, all power came from man himself, beast of burden, waterpower (Dams or Falls) or the wind in the case of the sea going ships. Steam power allowed man to use fuels such as wood and coal to lunch new horizons of industry and travel, and that power, unlike waterpower, was transportable to any place of need. The birth of such human industrial adventurers almost coincided with the birth of Noah. While the early Erie Canal was powered by horse and tow line, the railroads depend on steam.



After the 1830's the railroads had began to develop, mostly in the large cities, but the Erie was in full use and was a huge success. From the Buffalo area, Noah was on the move again and they moved to Ohio where Samuel was born late in 1830 and Esther in 1835. It might be that Noah was now working on the railroad.

1838 – Sidney Rowley

Then Noah moved back to the eastern NY area where, in 1838, Noah & Electra gave birth to our great-grandfather **Sidney Rowley.** At that time they lived in Ellington, NY in Chatauqua county NY, which is south of Buffalo, NY. This area was near the Poland Township where Noah's mother, Elizabeth's parents, the Sweets, now owned land.

This region was heavily influenced by massive Iron ore deposits, which were discovered in northern Minnesota west of Duluth and would fuel the needs of our developing industries, such as locomotives for the railroads and the new iron clad ships for the waterways. The iron was shipped by boat to industry on Lake Erie with connections east via the Erie canal. Other industry was also forming near the new metropolis of Chicago and places in Indiana on the southern end of Lake Michigan. The convenience of shipping on the Great Lakes obviously aided in these new industrial centers that were forming all along the waterways upstream from the Niagara Falls.

Sidney spent some of his childhood in western NY, but prior to adulthood he along with his parents and family moved further west along the Great Lakes to Laporte county, Indiana, probably following means of income. They would have made this move sometime prior to 1844 as Noah's last child Sarah was born in Laporte in 1844. They bought a farm just north of Hanna, Indiana where Noah and Electra would live out there days.

Railroads were now developing into webs throughout the eastern United States. However, water routes may have been used for the move to Indiana by the Rowleys since Laporte county is just south of Lake Michigan, which is connected by Lake Huron to Lake Erie. The Steamboats in use would have been the normal transportation of the time in that area, but the new railroads were an emerging competitor.

When Sidney was 21, he married our great grandmother **Mary Napier** (1859). The Napier name dates back to the Celtic Royal families of Scotland and Ireland about 1290. *In 1617, an Archibald Napier accompanied King James IV when he traveled to England to claim his throne. Archibald's father discovered or developed the math concept of logarithms used in advanced mathematics to this day. This would have been about the time that Henry Rowley was preparing for his American adventure.*

Late in the sixteen hundreds, the Hudson Bay Company was established in Canada by the English and Scots. Mary was reported, by family lore, to be a descendent of a fur trader who had settled in the upper mid-west during the time when the Hudson Bay Company was buying fur pelts in the region from the Indians. This would have been in the late seventeen hundreds. According to the family lore, Mary's parentage included a Napier who traveled from Canada to the region and married an American Indian, which made Mary a mixture of Scottish-Canadian and Indian. Due to the timing, Mary was probably a second or third generation of the Canadian-Indian marriage. There

is also a clan of Napiers that originated in the American southern colonies, however there is no record of Mary's heritage, either Canadian or southern Colonist, except for the family lore.

Sidney and Mary had a son George Franklin in 1861, followed by a daughter Alice J. in 1864.

1866 – William Sherman Rowley

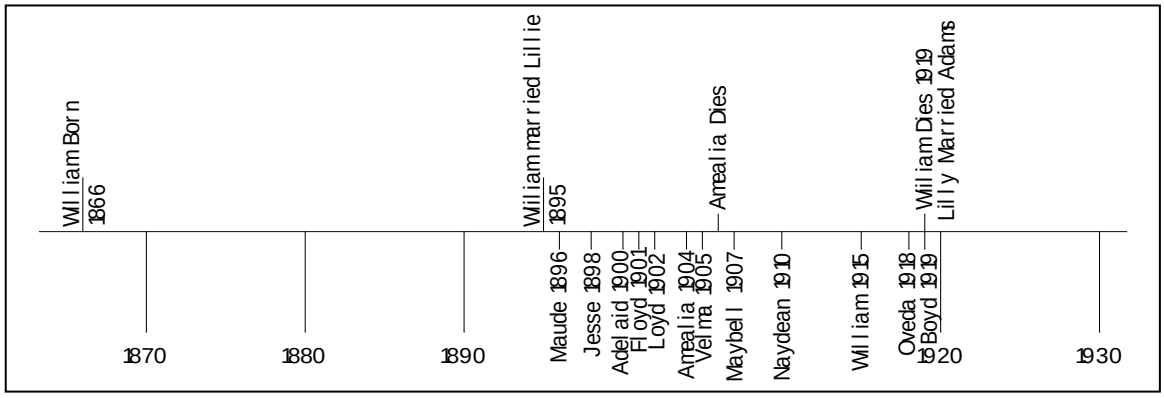
Seven years after Sidney and Mary were married, our grandfather **William Sherman Rowley** and his twin brother Charles Herman Rowley were born in Indiana on June 25, 1866. This would be followed by a daughter, Ida in 1871, who would be their last child.

The Rowleys were to become rail travelers after this period and by 1880, Sidney and his children, including William had moved to Nebraska. It is likely that the family was now involved with the railroads, as Nebraska was a "stepping off point" for development of the central railroad routes to far off Oregon. The route from Omaha to California was opened in the early eighties and by 1889, what would become the Union Pacific railroad was opened to Portland, Oregon, with connections to Seattle, Washington. Sometime in this period Sidney and family, along with the young adult Sherman and Herman, as they were called, traveled by rail ending up in Vancouver, Washington.

There seems to be no accurate recorded date but about 1895, William married our grandmother **Lillie Ann Manney.** The Manneys were either from Seattle or settled there early in the twentieth century as they operated a Seattle area Sawmill in 1905. The Manney family remained in the Puget Sound area after that period. *Photos of Lillie Ann & William Sherman right.*

William and Lillie Ann had their first child, Maude, about 1896. During their marriage they had 12 children. After Jesse, they had, Adelaid in 1900, Floyd in 1901, Lloyd in 1902, Amealia in 1904, Velma in 1905, Maybell in 1907, Naydean in 1910, William (Bill) in 1915, Oveda in 1918 and Boyd in 1919.

William Sherman & Lillie Ann Rowley Family Time Line

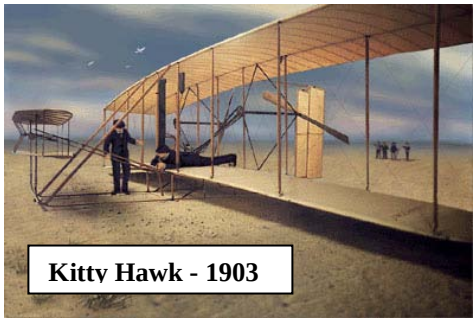


1898 – Jesse Alvin Rowley

Our father, **Jesse Alvin Rowley**, was born to William and Lillie Ann in Vancouver, Washington, on June 13, 1898; the same year that Henry Ford built his first experimental automobile in far off Detroit. *Photo of Jesse as a young boy shown at right.*

Vancouver is one of the oldest cities in the Pacific Northwest as it was the original home of the Hudson Bay Company's western business and the final home staging point for many early Oregon Trail pioneers. It also was the location of Fort Vancouver, which guarded the settlements earlier in the nineteenth century and continued as an army fort until recently. The Vancouver Rowleys lived a mile or so north of the city center, as a few years back there was a Rowley Street in that area, which was shown on Vancouver maps. Recently when we tried to find the street again it had been renamed Division Avenue.

The normal mode of travel for most was horse & buggy or train. There was no bridge over the Columbia River until 1917, except for the railroad, and to travel to the Oregon side you had to use a ferry. There may have been a public system in Vancouver at that time, as they were in rapid development across the river in Oregon's largest city, Portland. The telephone was available if you had the means (money), and if you lived in an area with telephone service, but it was still in its infancy. About this time, electric power was being transmitted from a power house at the Willamette Falls in Oregon City. Then about 1912 the new electricity powered the systems from power generated on the Clackamas River near Estacada. The city was beginning to light up at night. Of course, there was no radio yet.

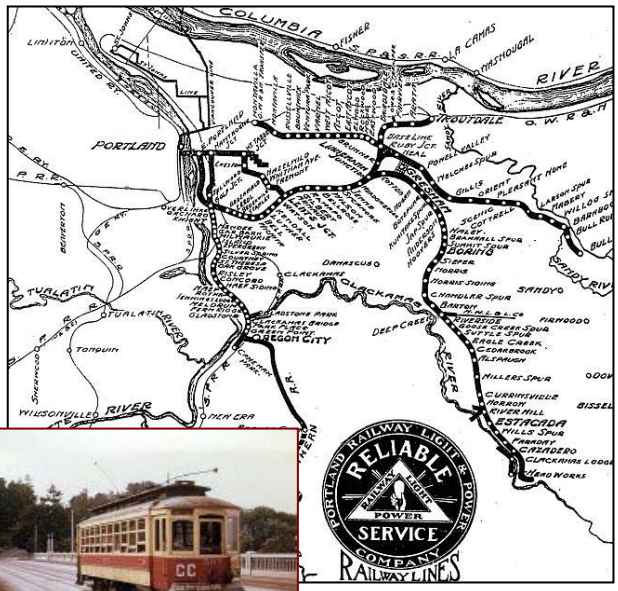

Kitty Hawk - 1903

However, in 1903 Wilbur and Orville Wright flew the world's first airplane about 300 feet on the first flight at Kitty hawk, NC. The next day they had remained aloft for several minutes and miles.

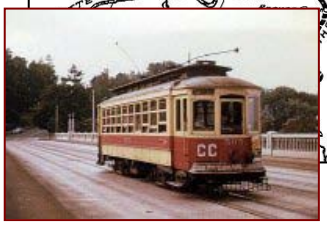
During Jesse's childhood years the Rowleys moved to Seattle in 1905, where William worked for his father-in-law in the Manney sawmill. They used oxen and horse to skid logs from the forest to the sawmill in those times, and even seven year old Jesse was used to "grease the skids" on the log built skid road. This greasing made it easier to move the large logs. *Similar sawmill in photo below.*

William didn't like working for the Manneys, so by 1906 they had moved back to the Portland area and lived in the north Portland peninsula district. It was at this north Portland residence where Jesse's sister, Amelia, was killed when she fell off a porch onto the sharp ends of recently pruned rose bushes. William was so upset over this event that they moved to the Lents district in Southeast Portland on Foster Road. Foster was an early major route that connected Portland with the Barlow road, the main pioneer road over the Cascades in the last half of the nineteenth century.

They remained in Lents for the remainder of William's life and both William and Lillie Ann found their final resting place next to one another at the large cemetery at 82nd and Holgate. William died in 1919, but Lilly Ann married again, so her stone shows Adams as her last name. William was only 53 years old. His father Sidney also died in the Lents district one year earlier. Since Sidney probably did not accompany William to Seattle in the early 1900's, it is conceivable that Sidney may have settled in the Lents area before William. From the Rowley history it appears much of their migrations included multiple generations of family.



When the Rowleys settled in Lents it had a major mode of public transportation nearby, in the form of an electric car that could take you to downtown Portland. The same line also took street cars and trains all the way out to Estacada. *As shown in the 1914 Interurban & map,* Portland was dependent on rail for transportation. *The Rowleys rode on cars similar to the inset.*



Jesse had his rough side, matching his Rowley roots, and once during a fight with another classmate he broke the boys arm. Another game they played had to do with one kid standing and the others throwing rocks at the kid who was the target (it). The games intent was to see how close they could throw a rock without hitting the target kid. It you missed and hit the one who was "it" then you had to take his place.

Maybe this is why Jesse was so into baseball. Like many baseball players, he developed the lifelong habit of chewing tobacco. Years later, his kids learned how tobacco would cut road grime from automobile windshields. During the rain Jesse would start chewing and then after he got a good gob going, he would stop, get out, and spit all over the windshield. I think his motive might have been to keep us kids from wanting to stop for a lunch break.

When Jesse was thirteen, his father was of ill health and the family was having financial problems, so he quit school and found a job in a print shop as a cleanup man and printer's helper. He had attended the Lents Grade School until he finished the ninth grade, which was not uncommon for the era. He developed or had the mechanical aptitude, and with the interest developed on that first job, he would become a printer during most of his adult life.

The region and the nation were undergoing a remarkable transformation. During the teen years of the 20th century, not only the automobile, but Radio began along with dial telephones. Dial telephones wouldn't come to some communities, like Bend, Oregon, until the fifties. The population of Oregon grew from 300,000 in 1890, about the period when the Rowleys arrived in Vancouver, doubling to 670,000 by 1910.

This photo (right) was taken about 1920 in downtown Gresham

The automobile was replacing beasts of burden and much later the s. Roads were somewhat improved wagon roads, however highway construction was moving at full speed. By the time Jesse was twenty, there were over 63,000 automobiles registered in Oregon. Like any other young man of the twentieth century, he longed to own a car. One story was an event during a winter when the Willamette froze over, when he and some friends got hold of a model T Ford and while whizzing around on the frozen river proceeded to crash it against a ferry landing where it sank to the bottom when the ice thawed.

Oregon, with its connection to the mighty Columbia, had become a major shipping port and also developed shipyards. Like a lot of Portlanders, along with thousands that moved to Oregon during the war years, Jesse worked in the shipyards during both world wars. During WW I, Jesse worked on a crew that installed the rivets that held the ships together at that time. It took six men to run the rivet crew, from the forge that heated the rivets, to the thrower and catchers that got the rivet to where it was needed, then three men to install the rivets. Keep in mind these rivets were red hot.

In the summer of 1919, Jesse worked in eastern Oregon on a thrashing crew during the wheat harvest. The wheat was cut with a horse drawn mower and transferred to a thrashing machine by wagon. The wagon pulled up along side the thrasher and the wheat was unloaded into the thrasher by hand. All power was manpower or horsepower except the thrashing machine. It was powered by a steam driver tractor connected to it by a long belt. When any equipment broke down the crew headed for a shady spot and played cards until the problem was fixed. That job ended when the wheat harvest ended.

In the spring of 1920, Jesse and his brother, Lloyd took 50 workhorses from a livery stable located on the east bank of the Willamette River between the Steel & Burnside bridges. They took these horses to a road-building contractor located in Government Camp where they were building the Mount Hood highway over the Cascades. This highway replaced the original Barlow toll road. *The photo from PDX History.com was taken at the west Barlow Road tollgate.*

Jesse and his brother worked for that contractor that summer shooting stumps using dynamite. They also used dynamite to break up ground that was too hard for the horse drawn scrappers to move. They would prepare about 100 feet of roadbed and light them off by hand in sequence starting in the middle with one man going each way. One day they had about half the fuses lit when an Indian family came out of the woods into the lit area. They yelled and waved at them to get them to leave when the shots started going off. They survived but they never saw them again.

That summer, they climbed Mt. Hood more than once *(shown left)*. At the end of the summer work season Jesse and Lloyd returned to Portland with the 50 horses. By then they were all skin and bones because they had worked too hard and the feed was in short supply.

In later years when we traveled over the Mt. Hood Highway, Jesse would pull off the road near Government Camp, take us kids about fifty feet into the woods and show us the old Barlow wagon road. Some of us once walked down the road about a half mile and found the area where the wagons were lowered down Laurel Hill by ropes. We found the old scarred trees where the ropes had burned the bark. That was probably in the 1960s. To find this spot, as you leave Government Camp westbound and enter US 26, turn right again at the first road and you are on the old highway. You will see signs, but there is not much that refers to the Barlow road but instead some other, later route that went up the hill to Timberline Lodge. If you turn left when you see the first ruts and walk about a half mile you should find the rope burned trees, if they are still there.

It was about this time when Jesse bought a motorcycle. He once got caught in a track on 82nd street and almost got run over. He never liked motorcycles after that incident. He always said, "If you do buy one, sell it when you think you know how to ride it." He then traded in the motorcycle for a car, and he bought a car they called a Bug (obviously not a VW).

1921 – Jesse takes a wife

Jesse went back to printing when he returned from building highways in the fall of 1920. During the winter months, Jesse had met **Agnes Threasa Gangle**, who lived about two houses away. One day Agnes knocked on the door of the Rowley house looking for her girlfriend, Jesse's sister Velma. Velma wasn't home and Jesse answered the door. It must have been love at first sight. The Rowley house was located in Lents two houses south of the SE corner of 89th and Claybourne Street, and the Gangles lived two houses east. ***Photo of Agnes*** *from the period.*

Jesse courted Agnes through that spring and summer. He proposed to her under a street light on the way home from a movie and she said "yes!"; *probably on Broadway (photo).* Agnes graduated from Franklin High School in June. She was 18 on July 25, 1921, and on September 3rd, Jesse and Agnes were married. They were married by a Baptist minister with Jesse's mother, Lillie Ann, and her friend, Mr. Adams, as witnesses. Jesse's father had died about two years before and his mother Lillie would eventually marry Mr. Adams.

Photo of Jesse *(must have been taken after 1940)*

They never had a honeymoon. They lived with Jesse's mother for a week until Agnes's grandmother moved out of the Gangle house; then they moved in with the Gangles for about a year. Agnes took care of her younger sisters, Genny and Rosie. Agnes's brother, Lawrence, and Jesse bought the groceries for their rent. Jesse and Agnes then bought a small house on 81st and Henderson St. where they lived until September 1929. *This house is still there and is shown in a current photo taken in 2004.*

On December 2, 1922, Agnes gave birth to there first child, **Genevieve Marie**. Two years later **Marvin LaVerne** was born on October 16, 1924; followed by Gwendoline **Maxine** on August 10, 1926, and **Jesse Alvin Jr**. on August 5, 1928.

During these years, Jesse worked for the Dunham Printing Co. Located on 2nd and Alder in downtown Portland. He rode to work on a that ran from his stop at Kendal station at 82nd & Flanders to downtown Portland following Johnson creek through SE Portland. *The photo left shows 3rd Avenue in downtown Portland about that time. The overhead arches supported a street light at the center of the intersection. Jesse's street car probably went down those track. The street lights were powered by the power lines that followed the same tracks all the way from a dam near Estacada.*

For entertainment, Jesse played baseball with a team that played on a field located on 82nd, a bit south of Kendal station. Sometime before 1929, Jesse traded his old Bug for a newer Model T Ford pickup that was to be the family transportation until 1937.

Photo of a similar Model T Ford in photo.

1929 – The move to the country

In 1928, Jesse and Agnes bought a 5 plus acre stump ranch about three miles south of the town of Tualatin in a community development eventually called Norwood. The property had no house so it took some time to move from Lents. Jessie first put up a tent with a wood plank floor and other bare living essentials. They lived in the tent on weekends as they built a one room house that later became the living room of the final home a few years later. Additions were added over the next twenty years. Jesse also built a small log cabin for temporary shelter and a future garage and on the side a 'lean to' that was the wood shed. *Photo shows Jesse & Aggie standing near that first log cabin with wood shed attached.*

Agnes's mother lived in a cabin across a canyon from the Rowley place, which was a short walk across a creek and then across one neighbors property. Jesse built a dam on the creek for water, which had to be packed up a hill to the house. He also built a bridge across the creek for easy access to grandma's house. The Rowleys would sometimes camp at grandma's cabin while Jesse and his brothers worked at getting the house ready for move in.

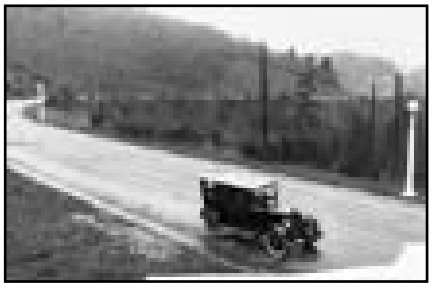
In September of 1929, Jesse sold the Lents home and moved full time to Norwood. Norwood had a tee in the road near its center; and the Rowley land was on the left at the end of the right road at the tee. The Norwood Hall would eventually be built at the tee and east of the tee a small store opened later that stocked some of the essentials like flour and sugar and of course a few candy bars for the kids.

Mother was seven months pregnant with their fifth child when they moved from Portland and **Dean Franklin** was born December 19, 1929.

By this time the house was taking shape as three rooms; the main living area which included the dining and kitchen was in a single room, plus a sleeping lean-to and porch on the west side where the kids slept and a bedroom on the east side where Jesse and Agnes slept. The whole house had 656 square feet of space. All the water was carried up the hill from the creek. They also caught water in barrels that were placed under the downspouts from the roof. Naturally, there was an outhouse a bit west of the house. The house had a wood burning cook stove on the north end and a heating stove at the south end of the main room. There was a large uncovered porch at the entrance on the north end of the house that also served as a laundry area. The inside of the walls were bare studs and the exterior of the house was shingled with unpainted cedar. It had a tarpaper roof and inside had no ceiling or insulation. But it was a home and a better home than many rural people had during those times.

That first winter December and January were very cold. At times the snow drifted over the road and the neighborhood men got together and dug the road out. This was before any of these men had tractors and the county had no road crew, so the power was manpower using shovels and wheelbarrows. That year the Willamette River froze over in Portland. Jesse butchered a calf when it turned cold and hung it in the garage to cool out. It froze solid and he cut meat off as the family needed it. When the weather warmed up again the meat was all gone.

During the 1920's the United States was accelerating the industrial revolution of the twentieth century. Highways for automobiles seemed to be everywhere and the Rowley's, along with most everyone, were learning how to be mobile. Whereas not long before a twenty mile trip took most of a day, now you could whiz along and easily make that same trip in less than an hour, that is if the road allowed. *The photo shows an early route south out of Portland on SW Terwilliger Boulevard.*



With Federal help, electric power was coming to almost everyone but not yet to Norwood. Radio was now commonplace, along with phonographs and talkie movies. Anyone who wanted a job was well employed and for those of means the stock market was making new millionaires.

But it all came to and end in October of 1929 when the stock market collapsed, banks started going broke, and jobs disappeared. The United States was entering the great depression which would continue through most of the thirties.

The Norwood neighbors pulled together to help one another during the depression. Jesse had a job, even though it was often part time, but as a printer, he still made enough money and had extra time to work on the house and other buildings. Out of necessity, convenience or hard times the Norwood folks formed their own car pools long before the word was invented. Jesse had his pickup and did his share providing transportation to others who also worked in Portland. He also found time to help others, who in turn helped him by supplying material on the barter system

Since the Norwood properties were on land that had been logged, a lot of the smaller trees were left behind along with hundreds of stumps. During the thirties Jesse used the experience he gained during the highway project at Mt. Hood and cleared the land by blowing out stumps with dynamite, clearing the land for hay, pasture and a great garden. With a lot of hard labor, dynamite, fire, and time, the land was cleared into a small farm but it took about 12 years to finish the job. Jessie had also built a temporary barn and bought or bartered for a cow, chickens, and a pig. The depression didn't slow him down and they raised a great deal of their food, as many did during those times.

Their sixth child, **Roberta Ann** was born on December 11, 1933. About this same time Jesse built a regular barn. The new barn was located about 150 feet east of the house and on the north side of the driveway. It had a large hay storage area that was flanked by a 'lean-to' all along the west side where the animals were housed and the cows milked. It was 1934 before electricity came to the Rowley family and the family now had lights and running water. Jesse, with help from neighbors, had to build the last couple of hundred feet of the power line up their long driveway.

Jesse and Agnes finished their family with their seventh child, **Daniel Stewart** on September 9, 1935, which happened to fall on the first day of school for most of the older children.

Jesse and Agnes were active members of the Norwood Community as the area was now named. The men did a lot of the road maintenance and built the Norwood community hall. It was used for barn dances on Saturday nights and for Sunday School on Sundays. There were pot luck dinners and game nights too. *The Photo (right) of a Sunday School class taken in the early forties shows the 'bat & board' construction of the Norwood Hall.*

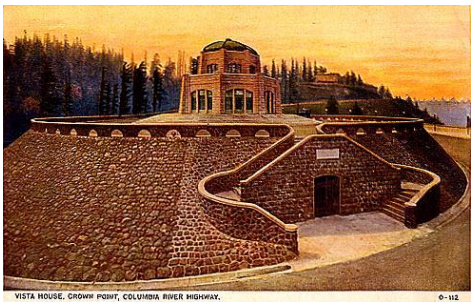
Jesse also played for the Tualatin town baseball team where he played center field. He had a great throwing arm as he could throw from center field to home plate.

During these depression years, the folks in Norwood continued to help one another often using the barter system. In 1936, Jesse got a full time job as pressman working for the daily Oregon City Enterprise. This ended his low income of the early thirties. He worked there until WW II. As a larger city, Oregon City was closer and had better access from Norwood than Portland. It was only about nine miles and part of the trip was on one of the first paved roads in the area, even if only one side was originally paved. *One of the many landmarks in Oregon City at that time was the elevator shown in the photo that took pedestrians from downtown to uptown (literally). A bridge from the top to the cliff is hidden from view. [It has been replaced by a newer design].*

In 1939, with logs from a neighbor, Jesse and the older boys built a log cabin bedroom and play area a short distance west of the house. The boys slept in the cabin and the girls used the upstairs room in the main house. This probably wasn't fair on cold rainy nights as the outhouse was alongside the boy's cabin.

In the early forties, an addition was added on to the south side of the original house and the house was rearranged to provide a regular kitchen and new sleeping quarters. It also included a regular utility room and a fruit room with shelves for canned goods that Agnes would prepare each summer and fall. It had space for an indoor bath room, but that would wait until after WW II. So the out house remained.

The family also worked and camped, about a month every summer, picking cherries for Dick Rankin on Three Mile creek south of The Dalles in eastern Oregon. The trip to The Dalles was via the now historic Columbia River Highway and it took the better part of a day to get there. We made the trip with most of us kids packed into the back of the family pickup truck. The view though was, and still is breathtaking. *The tunnel shown in the photo is no longer used but you can still see it if you look up on the cliffs east of Hood River. However, the Vista House at Crown Point was restored in 2005. The Vista House photo shown is about 1930.*

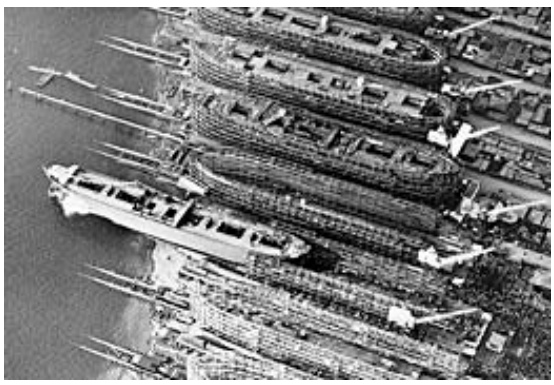


Picking cherries was a very rewarding experience for the Rowley children and they enjoyed the camping experience. This working relationship with the Rankins would last for over twenty years, and Dean Rowley had a friendship with the family throughout Dick Rankin and family's life.

Jesse, like the earlier Rowleys, was full of adventure, and since there were no new frontiers to conquer, he became an avid weekend traveler on hunting and fishing trips. He was an expert at fly-fishing and always owned a hunting rifle. During the thirties, his brother-in law, Lawrence, had a job in the high Cascades near Mt. Jefferson manning a fire watch tower for the Forest Service, and Jesse and family would spend countless time at a great lake campground nearby called Pamelia Lake. Pamelia Lake was only accessible by hiking three miles from the highway. Numerous other trips would be made until Jesse, Agnes, and the kids had explored about every area of Oregon and some of Washington. They only had a pickup truck so most the family rode in the back with the gear without the benefit of modern conveniences like canopies. You could always tell who had been standing behind the cab as they had bugs on their teeth. Jesse bought a newer 1940 Ford pickup prior to the start of World War II (WW II). *Similar to the pickup shown in the photo.*

The Forties and WW II

In 1941, Japan bombed Pearl Harbor and launched the United States into WW II. Jesse quit his printing job and worked in the Portland shipyards, again helping to build the ships that would aid in winning this war in four years. By this time ships were welded together, so Jesse was not part of a rivet crew. *Just one of the many shipyards is shown during a launch, which at the*



peak was almost once a day. At the peak of the war, Portland was a leading ship builder of Liberty Ships, which were used to transfer goods throughout the world.

The family was maturing and their oldest son Marvin would join the US Army and eventually serve in combat in the South Pacific. Once during the summer, late in the war, Lawrence Gangle sent a telegram to Jesse while he was picking cherries at the Rankins' in The Dalles. He had lost his keys while at the cherry ranch and wanted Jesse to look for them. Jesse was madder than hell, since he came running down out of the orchard thinking the Telegram might be from the war department.

Marie had married by this time, so the family was growing up and getting smaller. The hunting and fishing trips would stop as gas rationing was in effect and there weren't any vacations allowed anyway. So it was, stay close to home and building anything around the developing farm was put on hold. When the war started, all the kids were in school as the youngest, Dan, had started the first grade in September of 1941. The oldest still living at home was Maxine, who was fifteen.

The Postwar forties

In those war years, Jesse worked long hours, was paid well, and due to rationing, couldn't spend it. Even after the war it was a time before industry could gear up to making consumer items. At sometime in this period Jesse had installed an old galvanized bathtub in the bathroom. Up to this time, all baths were done in a round tub that was set in the center of the room and filled with water heated on the stove. So after the war he began to put finishing touches on the family home and installed a new bathtub and indoor toilet. The outhouse was history. Jesse used to say that he had a hard time crapping in the same house where he ate. He also installed an electric hot water heater, cook stove, and an oil burning central heater in the living room.

Jesse returned to his profession as a printer after the war and he ended up at the East Side Post, which published weekly shopping newspapers. During that time he would work long hours for about three days, sleeping some in the press room, then he would be off for three to four days. He made good money, as he was paid 'double time' after the first eight hours. After Marvin's discharge from the army, he worked for Jesse for awhile and he reported that he "learned how smart the old man was." He had developed a reputation that he could "run any printing press."

After the short time in the print shop, Marvin married his sweetheart, Marian Parker, who he met prior to his army career. Using his GI bill, he attended Oregon State University (College) in Corvallis. Somewhat like his father, Marvin built a house while attending college and he also had a hand in building a 'forest hall' out on the college's McDonald Forest. In later years, after building a strong reputation in Forest (Logging) Engineering, he would become OSU's forest manager, managing the McDonald forest north of Corvallis and other college holdings in NW Oregon.

Also in this time period, Maxine married Charlie Shannon and moved out of the family home. They eventually ended up owning a small farm near Portland's west hills in Bonny Slope.

A final touch that brought Norwood into the twentieth Century was when the telephone finally arrived in the late forties. It was a ten-party line, which had an advantage; if you were ornery enough, you could find out what the neighbors were doing, but only the kids would try such tricks. We now had power, indoor bathroom, and the telephone - what more could anyone need?

A bit later in the forties both Jay (Jesse Jr.) and Dean would graduate from high school. Jesse Jr. attended Multnomah School of the Bible in east Portland for a while, then married Peggy Walters. In the early fifties he attended the Bible Institute of Los Angeles (BIOLA) in California. He later became a Baptist minister at several churches in Oregon.

Jesse (Sr.) ended up working for Binford & Mort, a predominate Portland book publisher. They have published most of the books printed regarding the history of the Northwest and many books by authors such as Stewart Holbrook, who was Jesse's youngest son Dan's middle namesake. Holbrook had made a lasting impression on Jesse.

The Fifties and Beyond.

Jesse had bought a brand new Ford pickup in 1949, and then traded it in for a new 1951, followed by a '53 Ford pickup when they came out in the showrooms. *(Shown right, with the proud owners)* Later in 1953, Jesse finally bought Agnes a car (a real car, with no bed on the back, although it was a coup with no back seat).

Also in 1951, with insistence from youngest son Dan, they bought a Ford-Ferguson farm tractor along with all the required implements. Jesse now had a real farm, and young Dan thought he was destined to become a farmer. *The photo shows that first real tractor with sister, Marie, at the wheel.*

Dean was now following in his older brother's footsteps and was attending OSU in Corvallis. When he graduated from college, he spent three years in the US Army, mostly in Germany. When he was discharged, he married Ann Clark, whom he had met while still in high school. They then moved to Pilot Rock, south of Pendleton, Oregon, where he taught at Pilot Rock High School. After a couple years in teaching, Dean felt a calling for the ministry and attended the Pittsburgh Theological Seminary becoming a Presbyterian minister in 1961.

In 1950 Roberta was a junior at high school in West Linn. She had met an ex-sailor named Elmo Carson and that same year they married. Elmo, following his Navy experience became a Telegrapher for the Southern Pacific railroad. As such, they lived in several Oregon towns finally settling in the Roseburg area's Oakland, Oregon.

The youngest, Dan, after attending West Linn & Sherwood High schools, quit high school as a senior and joined the army and ended up in Korea during the last year of the war. After his discharge, he married Jacquelyn Arbogast, whom he met while serving his last year in the army at Camp Hanford in eastern Washington. Like his father, his romance was associated with a movie theater, where 16 year old Jacqui was an usherette. Jacqui's family lived in Pasco Washington. Dan, who was the "high school drop out," graduated from Portland State University in Engineering Physics in 1961. He was following engineering in his oldest brother's footsteps.

Of the Rowley boys, Jesse & Agnes ended up with two preachers and two engineers. Jesse and Agnes were always there to help these new forming families. Their three daughters also had their successes, however none followed a profession as such, but that was common in that period when

"girls were made of sugar and spice and everything nice" and "boys were made from snakes and snails and puppy dog tails." As "stay at home moms," they nurtured their children into successful and outstanding citizens.

In the early fifties, television was to come to the Portland area when KPTV, which was UHF channel 27, started broadcasting in the Fall of 1952. It wasn't long before everyone, including Jess & Aggie had this newfangled contraption.

The final chapter

In the fifties Boeing Aircraft Company brought out the first U.S. jet powered passenger aircraft. It was followed by the DC-8 from McDonald-Douglas, *which is shown to the right.*

Like his father and his brothers, Jesse discovered in late 1957 that he had a heart problem. In early 1958, he went out to start the tractor, which was now a newer Ford model, and the clutch was frozen. After he got the dang thing stopped, he went into the house and laid down on the couch. He then had a fatal heart attach that ended his active and adventuresome life. He was laid to rest in the Stafford, Oregon cemetery, across the road from the Stafford Baptist church. Jesse was 59 years old. None of Jesse's brothers or his father lived to see 65.

Agnes couldn't stand to live in the house, so she got a job in a place she loved on the Oregon coast. Youngest son Dan, who was attending college at the time, moved onto the farm for a year or so, followed by Jesse Jr. and family who lived there into the sixties.

Agnes finally sold the farm to daughter Marie and moved to Amity, Oregon. With Amity's rural setting, she felt more comfortable there, as she knew she couldn't return to the house that she and Jesse had shared and labored to build. She later moved to Philomath, Oregon, where she was near Marvin and Jay.

Marie kept the house as a rental until the 1990s when she sold it to the son of a long time Norwood resident. Today the place in Norwood is known as the Rowley Farm to the old timers. However, it now is the site of what we would have considered a mansion, and all of Jesse's handwork is gone. But the fields, the driveway, and the memories are still there.

With a strong belief in God, Agnes wanted to join Jesse, but from the Gangle blood she inherited the stamina for a long healthy life. She was still backpacking into high mountain fishing lakes well into her eighties, but now with her grandchildren. *The photo shows Agnes with son Dan and Grandson Jeff on a hike to a mountain lake, sometime in the late seventies.*

Agnes finally went to meet Jesse in July 1994, a few days before her 91st birthday. She lived for thirty six years after Jesse left this world. She was at peace with her life and her family. At the time Agnes passed on, she had over one hundred descendents that spanned five generations.

The world was now into a new age. Americans have actually visited the moon and freeways transport people in their air conditioned automobiles from coast to coast. We can travel by jet airplane from Portland to Noah's New York in less time than it used to take us to drive to The Dalles (about 4 hours). When Henry came to America, it took months to sail from England to Plymouth. While backpacking in the mountains, we can now pull a gadget out of our pocket and call home, or even someone in England. A thing called a computer can now instantly allow us to send documents, pictures (including video), or voice to anywhere in the world by the World Wide Web, and I'm sure someday we may find the need for a common language.

The Rowleys had come a long way since the days of outdoor privies, baths in a tub in the living room, the fastest communication was the mail, and before you made a trip you had to hitch up the horse.

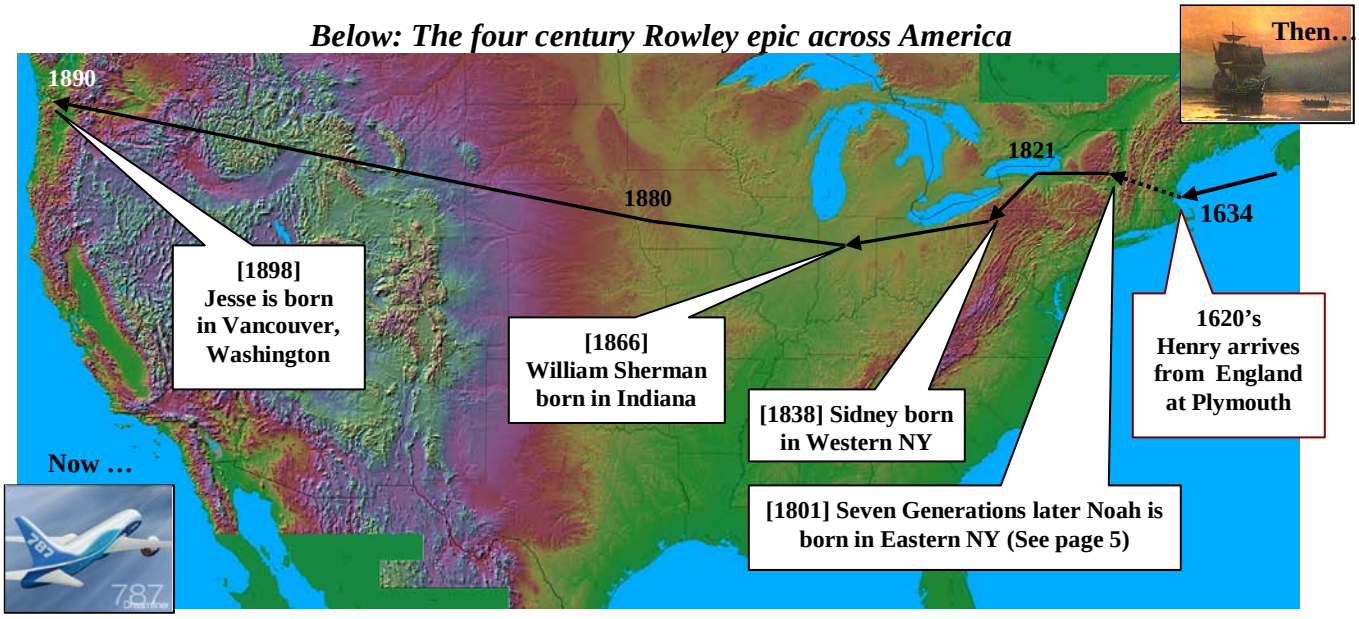
Genealogy Reviewed

1780 to 2000 – Daniel to Jesse outline *(continued from page 5)*

(7) 1780 Daniel Rowley – Married Elizabeth Sweet
(8) 1801 Noah Sweet Rowley – Married Electra Campbell
(9) 1838 Sidney Rowley – Married Mary Napier
(10) 1866 William Sherman Rowley – Married Lillie Ann Manney
(11) 1898 Jesse Alvin Rowley – Married Agnes Theresa Gangle

Note: The (#)above shows the generation sequence from Henry Rowley, the Planter of Plymouth.

Below: The four century Rowley epic across America



Epithet

They had a faith in God, a loyalty to family, a love of life. They looked forward with wisdom and vision and moved on. They were a part of the beginning and development of America.

The next generations:
The Children of Jesse & Agnes Rowley

Jesse & Agnes's children with mother Agnes taken about 1970.

(12) **Marie –** Marie was married to Duke Weisenbach until he died in the sixties. She then married Charles Dubbels and they presently live in Southern New Mexico. Marie never had any children; however, she did inherit her share from Duke and Chuck.

(12) **Marvin –** Marvin & Marian have now passed their golden anniversary and they are great-grandparents several times over. The live in Philomath, OR. *(Amendment: Marian died in the spring of 2006.)*
(13) Marvin & Marian had four children: **Linda, Joan, Allen & Ronda.**

(12) **Maxine –** Maxine must have inherited dad's heart as she died at a young age.
(13) Maxine & Charles had seven children: **Jim, Marge, Ron, Bill, Chris, Richard, and Jeanie.**

(12) **Jesse Jr –** Jay & Peggy live in South Beach (south of Newport), Oregon *(Amendment: Jesse died July 3, 2006.)*
(13) Jay & Peggy had five children: **Mark, Becky, Paul, David, and Mary**

(12) **Dean –** Dean has now partially retired and he and Ann live in Beaverton, OR
(13) Dean & Ann had three children: **Debbie, Susie, and Leah.** *(The family suffered a great loss when Debbie died from Leukemia when she was a teenager.)*

(12) **Roberta –** Roberta & Elmo had a family of five boys.
(13) Roberta & Elmo's five boys are: **Larry, Ed, Tim, Stanley (Kit), & Randy.**

(12) **Dan –** Dan & Jacqui have lived in the Portland area for almost fifty years.
(13) Dan & Jacqui had three children: **Jeffrey, Danielle, and Kevin.**

Other family articles by Dan Rowley:

- *My Mother's Legacy (The Agnes Rowley & Gangles)*
- *A Grandfather's Legacy (Dan Rowley autobiography)*
- *Alicia Marie (Heartbreaking story of a granddaughter's homicide)*
- *Jacqui (A biography of my wife, Jacqui Rowley)*